

IV. ANCHORAGES

A. OVERVIEW

1. The Anchorage Management Guidelines in this chapter are the operating procedures and Standards of Care which the LA/LB ports expect mariners to follow in anchoring vessels.
2. In addition to these Committee guidelines, vessels at anchor shall observe all Port Tariffs and Coast Guard regulations and procedures for anchoring in U.S. waters. Coast Guard regulations (33 CFR Part 110.214) address identification of anchorage areas and authorized activities such as lightering, bunkering, and explosive loading and are not repeated here.
3. At the end of 2005 and the beginning of 2006, the Coast Guard amended the anchorage regulations found in 33 CFR Part 110.214. These amendments include expanding the "Foxtrot" area anchorages and removing the requirement for certain vessels to be exempt from sound signals requirements at three locations within the break wall.

B. GENERAL ANCHORING GUIDELINES OUTSIDE THE FEDERAL BREAKWATER

1. VTS manages and monitors all anchorages outside the federal breakwater (6 in the "Golf" area and 16 in the "Foxtrot" area and 3 in the "South Foxtrot" area) for POLA/POLB.
2. Any vessel wanting to use one of these anchorages must advise VTS on VHF-FM Channel 14 and be assigned an anchorage by the VTS watch.
3. VTS will not assign an anchorage in the first row of sites closest to the breakwater (G-1 through G-3 and F-1 to F-4) to tankers or vessels exceeding 200m length overall.
4. VTS will not provide shoreside radar direction during anchoring. However, VTS will offer, on request, ranges and bearings from either the Los Angeles Light or Long Beach Light to the center of a particular anchorage site.
5. Vessels do not require tug assistance to anchor outside the federal breakwater. Chapter XII lists specific tug escort requirements for oil and chemical tankers.
6. VTS manages and assigns ships to the federal anchorages at Avalon Harbor, Catalina Island. The HSC has established anchorage assignment policies and use guidelines.

C. GENERAL ANCHORING GUIDELINES INSIDE THE FEDERAL BREAKWATER

1. The respective Pilot Stations for LA/LB harbor manage and monitor all anchorages inside the federal breakwater, in partnership with the USCG.
2. Currently POLB has the following anchorages available inside the breakwater: 12 in the “Bravo” area; 2 in the “Charlie” area; 9 in the “Delta” area; and 5 in the “Echo” area. Jacobsen Pilot Service (JPS) manages and monitors these anchorages for POLB.
3. The respective Pilot Stations assist their own pilots, assigned to commercial vessels anchoring inside the breakwater, with shoreside radar advice via radar equipment staffed at the Pilot Station when necessary. This assistance is particularly important when the anchorage areas have limited visibility or are congested (Chapter XIV has limited-visibility guidelines).
4. Laden tankers and all vessels with a draft of 15.2m (50 feet) or greater anchoring within the federal breakwater will use at least one tug to ensure proper placement of the anchor and chain, as well as to assist in turning the vessel at the anchorage site. All other commercial vessels will use tug assistance as determined by the master and pilot.
5. Vessels requiring a pilot by port tariff will utilize a POLA or POLB pilot when anchoring. Foreign and U.S. vessels sailing on articles shall seek authorization from the COTP before opting not to use a pilot.

D. STANDARDS OF CARE: Vessel bridge management teams should follow these Standards of Care and Good Marine Practices while at anchor in POLA/POLB (whether inside or outside the breakwater):

1. Keep a 24-hour bridge watch by an English-speaking licensed deck officer monitoring VHF-FM Channel 13 and 16.
2. Check frequently to assure the vessel is not dragging anchor.
3. Determine accurate wind speed by contacting either VTS, the Los Angeles or Long Beach Pilot Stations. When winds exceed 40 knots, put your propulsion plant on standby ready to bring on line on short notice, and make another anchor ready to let go.
4. Provide 15-minute advance notice to the respective pilot station (inside anchorages) or to VTS (outside anchorages) before heaving anchor to get underway.

Los Angeles-Long Beach Anchorage Quick Reference Sheet

Anchorage	Description/Primary Usage	Bunkering	Lightering	Comments
B	Commercial Vessels	Yes	Yes	Permit required for 10 + day stay.
C	Commercial Vessels	w/COTP permission	Yes	Permit required for 10+ day stay.
D	Commercial and Naval Vessels	Yes	Yes	Permit required for 10 + day stay. U. S. Navy retains priority for eastern half of Anchorage D.
E	Commercial Vessels	w/COTP permission	No	Permit Required for 10 + day stay.
F	Commercial Vessels	No	No	Outside Anchorage; no tank vessels or other vessels over 600' in F-1 to F-4.
G	Commercial Vessels	No	No	Outside Anchorage; no tank vessels or other vessels over 600' in G-1 to G-3.
N	Recreational Vessels	No	No	City of Los Angles regulated.
P	Recreational Vessels	No	No	City of Long Beach regulated.
Q	Recreational Vessels	No	No	City of Long Beach regulated.
Explosives	Explosives Anchorage	No	No	Upon activation, no other vessels are permitted within parts of Anchorages C, D, F, and Q. Notify the COTP of desire to use this anchorage.

Catalina Anchorages

Anchorage	Description/Primary Usage	Bunkering	Lightering	Comments
A	Commercial ship anchorage	No	No	New Anchorage established in 2005. VTS assigns anchorage based on established prioritization.
B	Commercial ship anchorage	No	No	New anchorage established in 2005. VTS assigns anchorage based on established prioritization.
C	Commercial ship anchorage	No	No	New anchorage established in 2005. VTS assigns anchorages based on prioritization.